



THE CIVIL SIDE at the PARIS SHOW

A Disappointing Offering : Large Commercial Types Represented by Mock-ups and Models : Odd Little Lightweights for the Private Owner

COMMERCIAL TYPES

IT is an unfortunate truth that air-operating companies will not find much to interest them at the Paris Aero Show. There is but a single real and complete commercial aeroplane exhibited, the Potez 662 four-engined monoplane, which is a development of the 661 now in use by the Air-Afrique company. The 661 has four Renault engines of 220 h.p. each, whereas the 662 is powered by four small-diameter Gnome-Rhône 14 Mars engines of about 640 h.p. each. As the machine is designed to accommodate 12 passengers only, the power expenditure is more than 200 h.p. per passenger. In return for this, the machine is expected to give a cruising speed of about 250 m.p.h., and should thus be the fastest commercial aeroplane in use.

In its general design the Potez 662 follows the classic formula: low-wing

cantilever monoplane, four engines, v.p. airscrews, retractable undercarriage, trailing-edge flaps, and twin rudders. The ailerons are of the slotted type. When carrying 12 passengers the

662 has a range of 600 miles at a cruising speed of 250 m.p.h. The cabin is neither cramped nor particularly spacious, but is the sort of compromise one would expect in a commercial aeroplane de-



The French President, who displayed great technical knowledge during his tour of the stands, engrossed in the large scale model of the four-Diesel transatlantic Dornier.